

STILL DUMPING DEAD BY SCORES INTO SEA

FLOOD OF MONEY IN AID OF GALVESTON.

New York Contributes \$25,000 in One Day
—St. Louis Leads with \$100,000
—All Rush to Help.

St. Louis, Mo.	\$100,000
St. Louis, Mo.	10,000
New Orleans, La.	15,000
Chicago, Ill.	12,000
Johnstown, Pa.	5,000
Colorado Springs, Colo.	2,500
Austin, Tex.	10,000
Houston, Tex.	7,500

Relief for Galveston is coming from all quarters of the United States. Subscriptions have been started in every big city in the Union and the charitable organizations in smaller settlements are bestirring themselves to swell the totals that will come as the contributions of their respective States.

ST. LOUIS'S \$100,000.

St. Louis, which refused the aid of the outside world when her own dreadful calamity of May 27, 1896, killed 200 of her inhabitants, wrecked 7,200 homes and destroyed \$15,000,000 worth of property, is first in the breach. The Interstate Merchants' Association within a few hours raised \$100,000 and notified Gov. Sayers that the amount was in bank subject to his draft. President Ben J. Strauss, of the Merchants' Association, wiring his sympathy and the practical expression of it to Gov. Sayers, assured him that the collection had just begun.

Johnstown, Pa., another town that has memories of the country's generosity, recalled that Texas sent \$500 in its hour of need, \$10,000 of which came from Galveston. Mayor Woodruff wired Gov. Sayers to draw on him for \$5,000 as Jananah's mite.

Louisville donated \$10,000 by ordinance. The Municipal Assembly holding a special session to get the bill ready immediately for the Mayor's signature. Galveston was the first city to send relief for Louisville after the cyclone of 1890.

Houston and Philadelphia have reported no contributions as yet, but appeals have gone out from official sources and responses will be liberal.

The official gathering of New York's

relief subscription has begun.

Mr. Thomas Lipton subscribed \$100,000 through The World. The Standard Oil Company wired Gov. Sayers to draw on them up to \$10,000. Other subscriptions reported are: The H. B. Claffin Company, \$10,000; Charles Broadway House, \$10,000; Mills & Sons, \$500; The Knott Morgan Home Company, \$500; Park & Tilford, \$500; R. G. Dunn & Co., \$500; Tefft, Weller & Co., \$500; Calhoun, Robbins & Co., \$500; James H. Dunham & Co., \$500; Sweetser, Pembroke & Co., \$500; E. H. Van Ingen & Co., \$500; M. & C. Mayer, \$100; Faulkner, Page & Co., \$100; George C. Batchelder & Co., \$100; Nineteenth Ward Bank, \$100; Edward P. North, \$25; Louis A. Ripley, \$100; Roemer & Haselbacher Chemical Company, \$100; Alfred L. Simon & Co., \$50; Louis L. Pirskel, \$10; John C. Weaver, \$5; Dr. S. J. Metzger, \$5; Bird R. Coler, \$100; John E. Norcross, \$10.

\$25,000 IN A DAY.

In addition to these over \$5,000 has already been subscribed through various newspapers, making New York's total for the first day over \$25,000.

The Merchants' Association of New York has undertaken the work of raising the local fund and has received the subscriptions detailed above, together with \$50 from the Mayor. A relief committee has been appointed with John D. Crimmins as treasurer. Contributions may be forwarded to him as treasurer of the Citizens' Relief Committee, Merchants' Association, Broadway and Leonard street.

President Morris K. Jessup has called a special meeting of the Chamber of Commerce for 12 o'clock, Thursday, to discuss sympathy and provide assistance for the Galveston sufferers.

It was reported from the United States that Miss Helen Gould called there to inquire if \$10,000 could be provided for Galveston relief. Mrs. Gould refused to discuss the matter.

All the leading New York theatres have arranged to give benefit performances.

GOV. SAYERS HEARS WORLD TRAIN IS COMING.

Telegraphs Approval of This Newspaper's Plan to Distribute Relief Train's Supplies.

Train No. 1 Left Twenty-four Hours Earlier Than Expected and Train No. 2 Will Go To-Night.

(Special to The Evening World.)

AUSTIN, Tex., Sept. 12. To The New York Evening World: Telegram of this date, saying World's relief train is on the way, received. Plan suggested approved. Order supplies on all trains to be delivered to Relief Committee at Galveston only.

JOSEPH D. SAYERS, Governor.

The above telegram from Gov. Joseph D. Sayers of Texas was received by The Evening World this morning. It was in reply to a telegram sent to him by The Evening World, announcing the start of Relief Train No. 1 and suggesting a plan for the distribution of the supplies.

The World's Relief Train, No. 1, is now hundreds of miles on its way to Galveston. It got away at 8 o'clock last night, twenty-four hours earlier than was expected.

In it are 40,000 pounds of food supplies and clothing for the destitute of the stricken Texas city. With it went also the sympathy and well-wishes of all the mighty host of Evening World readers. Only part of their contributions went. There wasn't room for all. They kept pouring in in barrels and bundles and cases to the World's depot at St. John's Park, the downtown freight station of the New York Central and Hudson River Railroad Company.

TRAIN NO. 1'S BURDEN.

The burden of train No. 1 was as follows:

- Eight large cases of clothing.
- Two thousand eight hundred and eighty suits of underwear.
- Thirty barrels of flour.
- Fourteen barrels of assorted groceries.
- Eleven cases of canned soups.
- Ten barrels of onions.
- Ten barrels of potatoes.
- Six cases of beef, iron and wine.
- Five cases of condensed milk.
- Five cases of champagne.
- Three hundred pounds of rice.
- One hundred pounds of coffee.
- Two cases of canned vegetables.
- One hundred and five packages of all kinds of clothing and food supplies.

TRAIN NO. 2 GOES TO-NIGHT. It was the first relief expedition sent out from any point outside of Texas. Another will go to-night when the

STORM SWITCHED.

It Was Headed This Way, but Suddenly Turned and Went Into Canada.

The hurricane which devastated Galveston and Texas, and which was supposed to be headed for New York, has switched off and this morning was central at Montreal. No fears are now entertained that this city will suffer except from excessively high winds. Cool weather will follow.

Local forecaster Emery said this morning that the wind which was sailing here was but a gentle breeze such as visited the city at least twice a week for eight months in the year. People on the streets disagreed with the weather man, however. No gentle breeze ever sent so many hats flying and filled so many eyes with dust as today's.

Mr. Emery said that the wind at 8 o'clock was blowing at the rate of twenty-one miles an hour. An hour later it had doubled its velocity and by 11 o'clock was covering a mile a minute. Still, Mr. Emery called it a "breeze."

No danger signals are shown on the coast today, only those signifying steady high winds. The Weather Bureau does not anticipate any more ravaging by the storm. What will become of it is not known. It may blow out on the Atlantic and dissipate there, or possibly it may retain strength enough to cross to Europe.

The hurricane has changed decidedly in character. Mr. Emery said, since it struck the land. But it is not losing energy. It has swung around in a circle from Texas up through Iowa and the great lakes, and is now headed straight up the St. Lawrence River toward the ocean.

The barometer at Montreal registered 29.1 inches this morning, the lowest reported, showing that the Canadas were in the centre of the blowing. But little rain has accompanied the winds. At Galveston the barometer was 29.3 inches and at Dodge City, Kan., it stood at 29.5, showing that the storm lost force at first, but is now gathering speed again. It blew seventy-two miles an hour at Buffalo during the night.

The official thermometer this morning at 8 o'clock registered 50 degrees. They marked but 74 degrees yesterday morning. Falling temperatures have marked the storm's progress, the mercury dropping from 8 to 29 degrees along its path.

Mr. Emery called the great hurricane the first "after vacation" appearance of the winds. For three months the air has kept remarkably quiet, he said, perhaps gathering new force from its rest.

The forecast for today is: Showers and cooler to-night; fair and cooler Thursday; high southwest in northeast winds, gradually diminishing in strength.



LOADING THE WORLD'S RELIEF TRAIN.

World's relief train No. 2 starts. A third train will go Saturday.

The Evening World did not hope to despatch a relief train before to-night. But so marvelously prompt were the public to respond to the appeal for help, and so efficient was the work of the officials and employees of the New York Central Railroad, that it was possible to load every inch of space by last evening.

In big black letters upon a field of white on either side of the relief train when it started was the following:

New York Relief for Galveston Sufferers.

THE TRAIN'S ROUTE.

So everybody along the route will know that help is being sent to the suffering survivors of the awful disaster by the generous readers of The World, and they will wish the train "Godspeed" and cheer it on.

The World's relief train is speeding now to Buffalo over the New York Central. From Buffalo it will go to Cleveland over the Lake Shore, thence over the Big Four to St. Louis, from there direct to Galveston over the Missouri

Pacific.

The instructions are to give The World's relief train the right of way upon all occasions. The officials are determined to rush it with all possible speed.

OFF ON TIME.

It was at 8 P. M. yesterday when C. S. Waters, agent of the New York Central stationed at St. John's Park, called Foreman Fred Shepherd, of that station, and told him to load The World's relief train.

"Do your very best," said Mr. Waters. "There must be no delay."

Crowds of men and women ran along Hudson street to get a glimpse of The World's first relief train.

"I don't see how they did it," said an elderly man. "They only had it in The World this morning, and here to-night the relief is under way. It's a wonder."

WORLD'S RELIEF NO. 3. The World's relief train No. 3 will be drawn by one of the Pennsylvania Railroad's fastest locomotives. It will consist of two first-class air-brake freight cars and one refrigerator car. The total carrying capacity will be 150,000 pounds. This train, through the courtesy of General Manager J. B. Hutchinson and

other Pennsylvania Railroad officials, will leave Jersey City at 8 A. M. Saturday, Sept. 15. It will run through to Washington with but one stop to change engines and will arrive at the capital at 4:35 Sunday morning, making the trip in the fast time of seven hours and thirteen minutes.

Thence it will go over the Southern Railway to Atlanta and from there to Galveston by the co-operation of three other railroads which have agreed to expedite it as much as possible.

The Pennsylvania Railroad has placed a section of Her 21 at the foot of Desbrosses street, North River, at the disposal of The World's Texas Relief Fund. The cars will be loaded there and will be open to receive supplies till 2 P. M. on Saturday.

HOW TO SEND SUPPLIES.

The United States Express Company and the American Express Company have notified The Evening World that they will transfer free of charge throughout Greater New York all packages of clothing and supplies contributed by private parties to The World's Texas Relief Train.

All one need do is to wrap up a bundle in strong paper, tie it securely and address it as follows:

World's Texas Relief Bureau, Care World Uptown Office, 30th Street and Broadway, Manhattan.

Take the bundle to the branch express office nearest to your home of either the United States or the American Company. They will see that it is quickly and safely delivered. Send a written communication to The World describing your donation so that it can be properly catalogued and acknowledged.

BURNING UP DEAD; 700 DUMPED IN SEA.

GALVESTON, by yacht Stella to Houston, Tex., Sept. 12.

The citizens of Galveston are straining every nerve today to clear the ground and secure the bodies of human beings and animals and to get rid of them, but it is estimated now that the loss of life will be 5,000.

There is a shortage of horses to haul the dead and there is a shortage of willing hands to perform the gruesome work. It was found to be impossible to bury the dead, even in trenches, and arrangements were made to take them to sea.

Barges and tugs were quickly made ready for the purpose, but it was difficult to get men to do the work. The city's firemen worked hard in bringing bodies to the wharf, but outside of them were few who helped.

Soldiers and policemen were accordingly sent out and every able-bodied man they found was marched to the wharf front. The men were worked in relays and were supplied with stimulants to nerve them for their task.

At highfall three bargeloads containing about seven hundred human bodies had been sent to sea, where they were sunk with weights. Darkness compelled suspension of the work until morning.

Toward night great difficulty was experienced in handling the bodies of negroes, which are badly decomposed. No effort was made after 8 o'clock yesterday morning to place the bodies in morgues for identification, for it was imperative that the dead should be gotten to sea as soon as possible. Many of the bodies taken out are unidentified.

They are placed on the barges as quickly as possible and lists are made while the barges are being towed to sea.

A large number of dead animals were hauled to the bay and dumped in, to be carried to sea by the tide.

One hundred and twenty-five men worked all day yesterday and last night in uncovering the machinery of the

water works from the debris. It is hoped that it will be possible to turn on the water for awhile today. AND IT IS PLANNED TO SET FIRE TO THE DEBRIS AND CREMATE THE BODIES BURIED UNDER IT.

Mayor Jones has given very full scope to Chief of Police Ketchum and J. H. Hawley, Chairman of the Committee on Public Safety, to swear in citizens as officers.

Picket lines have been established around the large stores and guards placed on duty. The soldiers and police are instructed to shoot any one caught looting or attempting to loot.

As the work of collecting the bodies proceeds it becomes apparent that the death list will run much higher than was at first supposed. Conservative estimates place the number of dead in the city at 5,000.

Reports are that the mainland, Galveston Island and Bolivar Peninsula are beset with dead.

A relief train from Houston with 250 men on board and two carloads of provisions came down over the Galveston, Houston and Northern Railroad yesterday to a place about five miles from Virginia Point.

It was impossible for them to get the provisions or any considerable number of the men to Galveston, so they turned their attention to burying the dead lying around the mainland country.

There is no fresh water famine here, as the pipes from the supply wells are running at the receiving tanks. It is difficult, however, to get it to parts of the city where it is needed.

Col. L. J. Polk, general manager of the Gulf, Colorado and Santa Fe road, stated that all of the bridges across Galveston Bay are gone, nothing remaining but the piles.

He said it would take ten days or two weeks to restore rail communication to Galveston, provided work can be instituted at once from the mainland.

HEAVY CROP LOSSES.

(Special to The Evening World.)

SAN ANTONIO, Tex., Sept. 12.—With each succeeding hour crops grow more alarming for the loss of life and damage to property in the storm swept district of Texas.

Outside of the city of Galveston and Houston, the greatest suffering will take place between Houston and East Lake Texas, the island of the inland, and on the coast to the Brazos River. Contrary to reports, there has been no damage at Corpus Christi, Lockport or in that immediate section of the country.

People in immediate need of relief are those of the Colorado and Brazos River bottoms. The planters in that section had everything swept away last year. Floods in this district devastated their crops, leaving the tenants in a state bordering on starvation. Their start this year had been excellent, the crops being indicative of a bountiful harvest. This season, they had been an enormous acreage planted in rice. The crop was ready for harvesting along the famous winds laid everything low.

In the opinion of railway men several years must elapse before the farming districts can be restored to their former conditions. The advanced prices of building material is a hard blow for smaller farmers, who in most instances are owners of farms.

Appeals for relief have been received from everywhere in the storm centre. The present season had given promise of producing the best harvest in the past fifteen years.

50 GHOULS KILLED FOR ROBBING DEAD.

HOUSTON, Tex., Sept. 12.—A reporter has telegraphed from La Porte a story of the robbery and mutilation of the dead in Galveston and the death of the offenders.

The ghouls were holding an orgy over the dead. The majority of these men were negroes, but there were also whites who took part in the desecration.

Some of them were natives, and some had been allowed to go over from the mainland under the guise of "relief" work. Not only did they rob the dead, but they mutilated bodies in order to secure their booty.

A party of ten negroes were returning from a looting expedition. They had stripped corpses of all valuables, and the pockets of some of the looters were

fairly bulging out with fingers of the dead which had been cut off because they were so swollen the rings could not be removed.

Increased at this desecration and mutilation of the dead the looters were shot down, and it has been determined that all found in the act of robbing the dead shall be summarily shot.

During the robbing of the dead not only were fingers cut off, but ears were stripped from bodies in order to secure jewels of value.

Private citizens have endeavored to prevent the looting and on several occasions have killed the offenders. Singly and in twos and threes the robbers were shot down, until the total of those thus executed exceeds fifty.

NEW LIST OF DEAD.

(Special to The Evening World.) GALVESTON, Tex., Sept. 12.—The following additional victims of the disaster have been identified:

- Mrs. Mary Burnett.
- Mrs. Toothaker.
- William Miller, wife, son-in-law, daughter and five children.
- Lucia Minor.
- H. E. Eldeman.
- Charles Darby.
- Mrs. Floer.
- Charles Smith.
- Charles Tiltbach, wife, mother-in-law and two children.
- Mrs. Battisau and four children.
- Mrs. Sam Dovel and two children.
- Mrs. and Mr. Strawinsky.
- Mrs. M. L. Park.
- Miss Alice Park.
- Miss Lucy Park.
- Mrs. J. H. Everhart, wife and daughter.
- B. Seixas and two daughters, Arma and Lucile.
- Mrs. Cary Burnett and two children.
- Mrs. Hock and son.
- Peter Stockfield, wife and six children.
- George Schwabert, wife and daughter.
- Lulu and son Joseph.
- I. Klausse, wife and two daughters.
- Mrs. Mattie Olsen and two children.
- Minson O. Keiso, Jr.
- Ray Kelso, baby.
- Edward Webster, Jr.
- Mrs. Julia Webster.
- Mrs. Sarah Webster.
- George and Joe Webster.
- C. Short, wife and five children.
- Mrs. W. D. Thompson and two children.
- Dr. John B. Sayers.
- John B. Sayers.
- Roberts, watchman, G. H. & N. R. R.
- Mrs. Peters.
- Mrs. Henry R. Delice and child.
- Mrs. John A. Haman and five children.
- Sam Torres, wife and child.
- Mrs. Shike, son and infant.
- Mrs. William H. McManus.

INJURED IN STORM.

Three Hundred Passengers Had Terrible Experience on Lake Michigan.

MILWAUKEE, Wis., Sept. 12.—Steamer P. and P. M. No. 1 of the Fox Marquette line, which left Holland, Mich., yesterday afternoon for Milwaukee with over three hundred passengers, and which was caught by last night's storm, reached Milwaukee this morning. The passengers had awful experiences, and many sustained serious injuries, though none fatal.

The most seriously injured were: W.

ANXIOUS RELATIVES.

Evening World Learns That a Number of Persons Sought by Friends Were Saved.

HOUSTON, Tex., Sept. 12.—In reply to inquiries of anxious relatives you may state that Jules Schuman, Jr., Auburn Davis Forbes, Sister Mary Josephine and the Rev. John Carter are not among the missing, as far reported. This is a hopeful sign.

A more complete list of the missing is expected to-day and will wire names.

The above is the latest telegram received by The Evening World from its Galveston correspondent.

Friends of "anxious relatives" in this city who were in Galveston during the storm.

As long as persons are not reported missing it can be taken for granted that they were saved and their names who were in due time as soon as the lists of dead, saved and missing are completed. The work is necessarily slow.

Albert Ulrich, architect, with an office in the Arapack Building, Brooklyn, was The Evening World to go to locate his sister-in-law, Mrs. Q. V. Ulrich, and her five children, who live on Gordon's Farm, St. Louis Road, Galveston.

Recent Inquiries.

William Gottlieb, of Raymond & Gottlieb, 31 Broadway, asks the Evening World to ascertain the fate of his brother, John Gottlieb, and his family.

Also his nephews, Rudolph and Frans Boemig. They were confectioners, with a store in Market street, Galveston.

The inquiry has been sent.

Mrs. W. M. Coffey, 1 East Eighty-seventh street, makes inquiry concerning the fate of the following relatives who were in Galveston at the time of the flood: Mrs. Ann Martin and her daughter, Mary A. Martin, of 219 Avenue N.; also Mrs. Martin's sister, Mrs. McDonald.

Mrs. Rohland, of 1314 Madison avenue, is almost distracted with anxiety concerning the fate of her mother and sister. Her mother's name is Mrs. Schaefer. She lived at 918 Avenue H with her married daughter, Mrs. Frank Wolf, and her three children. An inquiry regarding them has been sent.

WEATHER FORECAST.

Forecast for the thirty-six hours ending at 8 P. M. Thursday, Sept. 13, for New York City and vicinity: Showers and cooler to-night; Thursday fair and cooler; high southwest to northwest winds.

FIFTY PERSONS DROWNED IN STORM

ST. JOSEPH, Mich., Sept. 12.—The passenger steamer Lawrence, of the People's Transit Company, which left Milwaukee for this port at 11 A. M. yesterday with about fifty persons aboard, has in all probability foundered in the terrific gale which swept Lake Michigan yesterday and last night.

Telegraphic inquiry has been made to day by the owners at cities on both shores of Lake Michigan, but the steamer has not been seen since leaving Milwaukee.

Secretary C. K. Farmer, of the Transatlantic Company, stated at noon that all hope had been abandoned. Intense excitement prevails here, where a great amount of wreckage has come ashore.

SUNK IN LAKE ERIE.

Several Boats Reported Lost and Much Wreckage Constantly Coming Ashore.

(Special to The Evening World.)

DUNKIRK, N. Y., Sept. 12.—The end of the Texas storm struck this city with great force last night and this morning. Several boats are reported sunk in Lake Erie. Wreckage is constantly coming ashore.

In this city telephone and telegraph wires are all torn down. Communication with surrounding towns is completely shut off.

TEN YACHTS ASHORE.

Life-Savers at Oswego Make Galant Rescue in a Fair-ous Gale.

OSWEGO, N. Y., Sept. 12.—The wind reached a velocity of forty-two miles an hour and furious seas are rolling over the breakwater. The schooner Albercor was driven ashore east of the harbor at 7 o'clock this morning. The crew was rescued by the life-savers.

The T. R. Merritt, of Hamilton, Ont., is ashore on Nine Mile Point. Capt. W. A. Corson and crew got ashore before the life crew arrived.

Ten handsome yachts were dashed upon the beach here, causing great damage.

BUFFALO SWEEP.

A Pan-American Tower Destroyed and Canadian Side of Lake Erie Much Damaged.

BUFFALO, N. Y., Sept. 12.—The wind here attained a velocity of seventy-two miles an hour at 3:30 o'clock this morning. A number of trees were blown

down, awnings and chimneys wrecked. A tower of one of the Pan-American buildings in the course of erection was destroyed. A woman while picking up an electric light wire and was electrocuted. Her husband was badly injured.

Reports from Crystal Beach, a Summer resort on the Canadian side of Lake Erie, say that every dock has been destroyed and all the boats of the Buffalo Canoe Club and many small yachts anchored there were completely wrecked.

The damage there has been very heavy.

STORM AT SARATOGA.

(Special to The Evening World.)

SARATOGA, Sept. 12.—A big wind storm blew up here to-day. The tall trees on Broadway swayed dangerously under the strain of the stiff blow, while the dust from the roads was swept up in huge banks.

Saratogians and the thousands of visitors to the convention showed some signs of nervousness, fearing that a destructive cyclone was sweeping this way. The wind reached such a high velocity at one time that signs were blown down and papers of trees torn off. Telegraphic communication was seriously interrupted in all directions.

CONCHO IS SAFE.

The Mallory liner Concho, which left Galveston Sept. 5 and called at Key West three days later, arrived safely at her dock in this city at 7 o'clock this morning.

The Concho was reported as probably lost in the hurricane, marine men counting her chances as few. The captain of the vessel reported on his arrival, however, that no bad weather had been encountered during the voyage.

DIED.

GIBBS.—At his residence, 415 West 42d st., Sept. 10, ALFRED PAUL GIBBS, in the 43d year of his age.

Funeral Thursday, Sept. 13, at 1 P. M. at St. Anne's.

If Ordered Before Saturday Night!